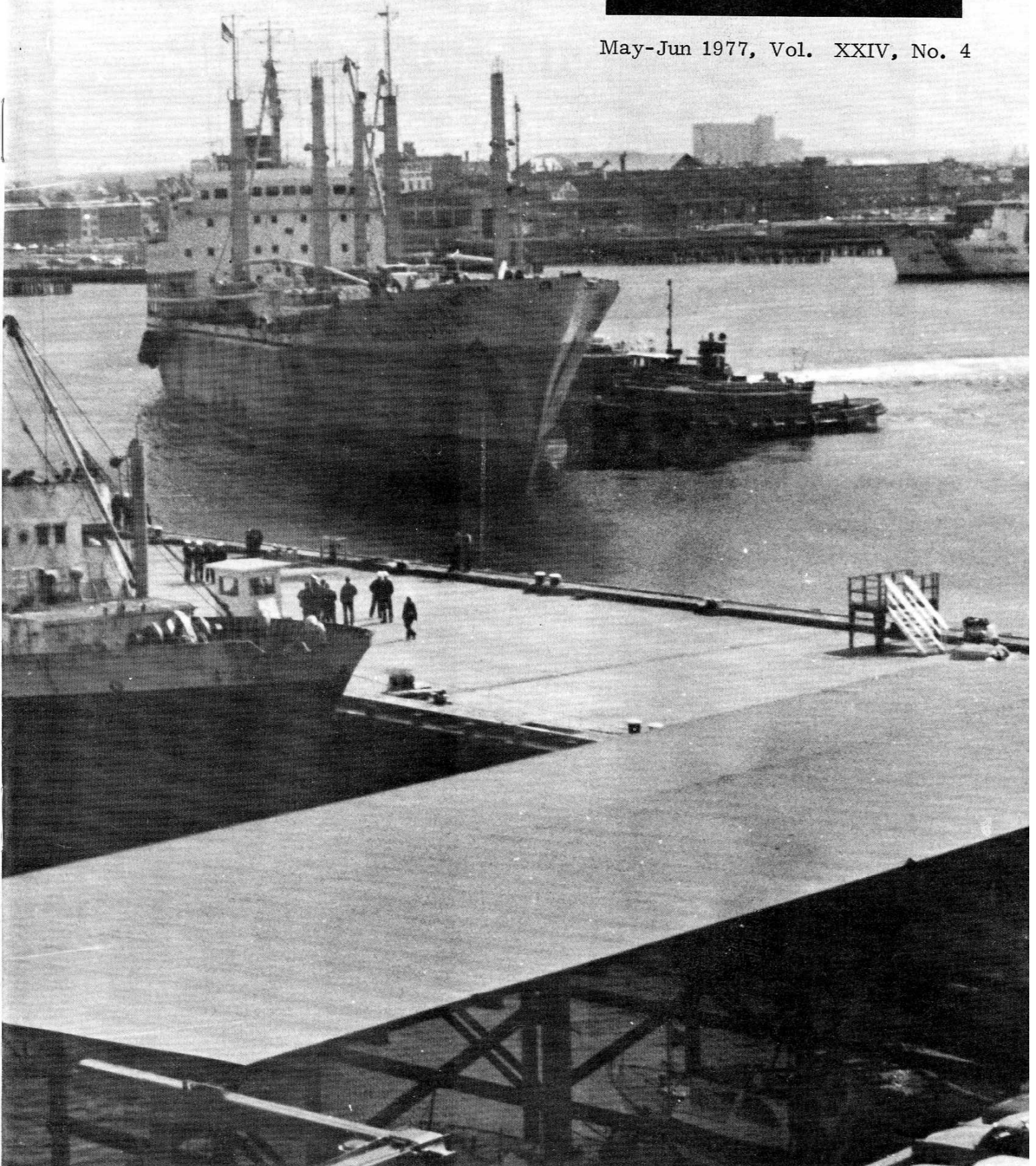
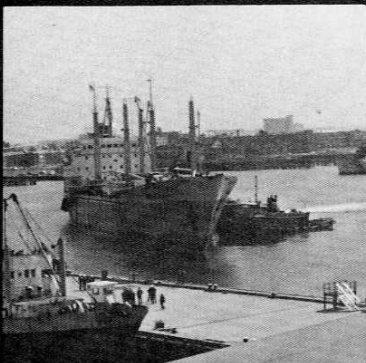


THE
COAST
GUARD **RESERVIST**

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THE COAST GUARD RESERVIST

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Members of the Coast Guard Reserve are invited to submit articles and photographs of interest to the Editor of Reservist for possible publication. By-lines will be given upon request.

CG-288

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THE ADMIRAL'S CORNER



My two year tour of duty as Chief, Office of Reserve has come to an end all too quickly. Although I look forward with a great deal of pride and pleasure to assuming command of the First Coast Guard District, I know that I will miss the many fine associations I have enjoyed with reservists of all Services and particularly with our Coast Guard Reservists.

Two years ago I inherited a very fine program. The credit belongs to the capable program chiefs preceeding me, particularly RADM's McCubbin, Moreau and Johansen who nurtured our Reserve through some dark days and gave it new life and meaning. The challenge at the begining of my tour, as I saw it, was to continue the program in the direction it was heading and to work toward qualitative improvements. In looking back, I believe this has been the right course.

The Coast Guard Reserve is a well structured and strong program. Augmentation training--the direct participation by our reservists in the work of the Coast Guard--although relatively new as the principal means of training Coast Guard Reservists, is attaining a high degree of maturity. The measure of this is the increasing acceptance of reservists as fully qualified, even though part-time, Coast Guardsmen and an integral part of the "one Coast Guard" team.

There are several areas of accomplishments that are particularly pleasing to me. First, a comprehensive systems evaluation of the organization and administration of our Selected Reserve has been completed and approved. The purpose of this in-depth analysis has been to focus on the most effective of our program elements, some of which have been operated on a limited, pilot program basis within the past several years, and to implement these on a Reserve-wide basis. Second, our overall training program, particularly the formal training portion, has been significantly improved. Finally, we are now not only using Regular Service fitness reports and experience indicators for our reservists, but in addition, our newly implemented personnel information system is both patterned after and fully interfaces with the Regular Coast Guard personnel information system.

This has been one of the most satisfying tours of duty in my Coast Guard career. I am most pleased with the accomplishments of the past two years and feel that all members of the Coast Guard Reserve should share with me the pride in the program improvements that are mentioned elsewhere in this issue. One bright note in leaving is that RADM Wetmore, my replacement, will be able to critically review the program and apply his thoughts and his broad experience to moving the program farther ahead. I know that the Coast Guard Reserve will be in highly capable hands and I know that I can count on all of you to provide him with the same support that I have enjoyed.

I look forward to assuming operational command of the Regular and Reserve Forces of the First Coast Guard District.

W. A. Schwab

brief comments

of interest to reservists

"Reserve Forces Almanac, 1977 Edition", published by the Uniformed Services Almanac, Inc., P.O. Box 76, Washington, D.C. 20044. The "Reserve Forces Almanac" sells for \$2.00 in single copies postpaid by regular (book) mail or \$2.90 by first class mail.

new exchange rules

Dependents may now accompany Ready Reservists when shopping in exchanges. This is a result of a recent change to Department of Defense regulations that was concurred in by the Chairman, House Armed Services Committee. Personnel in the Ready Reserve are allowed one day of exchange use for each day of inactive duty training performed.

Past policy has permitted the spouse to accompany the Ready Reservist to the exchange but not to make purchases. Other dependents, such as children of the reservist, were not permitted to enter the exchange, even if the parents were purchasing items of clothing for the child that required fitting. This irritant has had an adverse effect on reservists' morale, according to DOD Officials.

The change to the Armed Services exchange regulations will provide that dependents of a Ready Reservist will be permitted to accompany him/her when shopping in the exchange. The dependents may not make purchases themselves. The reservist will continue to be the authorized patron and will have to make all purchases for his/her dependents.

letter of commendation

Boatswains Mate Third Class Jeffrey P. Abels, USCGR, received a Letter Of Commendation from Vice Admiral William F. Rea, III, USCG, Commander Third Coast Guard District and Commander Atlantic Area.

The letter, which originated from Commander G. W. Risinger, the CO of the Cutter FIREBUSH, commended Abels for his outstanding performance while on his two weeks active duty for training aboard the buoy tender.

The letter reads in part, "Especially noteworthy is your performance during the storm of 10 January 77 in which the FIREBUSH, while enroute to a search and rescue case off the coast of Massachusetts, encountered 35 foot seas and 60 knot winds. During this storm a buoy broke loose on deck and you were instrumental in helping to secure and gripe it down".

Jeffrey Abels enlisted in the Coast Guard Reserve in 1974 and was promoted to his present grade in 1976. He is a part time student at Bergen Community College, Paramus, NJ, and is employed by the U. S. Postal Service in Hackensack, NJ. In prior active duty for training he has served aboard the USCGC RELIANCE.

reserve units in the islands

The Coast Guard has decided to establish Reserve units on both St. Thomas and St. Croix, Virgin Islands. The Reserve units will augment the regular Coast Guard and assist in search and rescue, marine environmental protection, port security, aids to navigation and boating safety.

Public opinion on the two tiny islands backs the decision to establish the Reserve units.



meritorious unit

Yeoman First Class Troy B. Sowers, Jr. from Yorktown, is awarded the Coast Guard Meritorious Unit Commendation Ribbon. Presenting the ribbon is Admiral Owen W. Siler, Commandant of the Coast Guard. Sowers represented the Administration Staff at the awards presentation. All personnel attached to the Reserve Training Center, Yorktown from September 1, 1975, to December 31, 1976, were awarded the ribbon. In his speech during the ceremony, the Commandant said, "During this period, all Reserve Training Center personnel functioned as a smooth running team which permitted the Reserve Training Center to effectively accomplish its training mission."

thanks to the coast guard

In March, 1977, Chief William Vahey, U S C G R, took the Captain's exam for the Erie, Pennsylvania Fire Department and placed number one on the test. The reason? Chief Vahey seems to think that the Coast Guard had something to do with the outcome. In a letter to Commander John Andrews, Chief of the Ninth District Reserve division, Chief Vahey states "I don't think I could have done it without the help of the Guard. By help, I mean the training I received at the many excellent schools I have attended at Yorktown, Virginia, the correspondence courses and probably most of all, working with and enjoying the accomplishments of the Coast Guard. I am truly grateful that I belong to such a fine organization as the Coast Guard Reserve."

This is a good example how what we do in the Reserves can affect many of the jobs that we must accomplish. Congratulations to the Chief and we hope that many other reservists will receive as much benefit from the Coast Guard as Chief Vahey.

RADM Hanks retires

RADM Charles J. Hanks, USCGR completed the five year tenure permitted by law for Coast Guard Reserve inactive duty RADM's and was transferred to the Retired Reserve on 25 May 1977. At a farewell dinner reception held in his honor by the Coast Guard San Francisco Chapter of the Reserve Officers Association on 4 June, VADM Austin C. Wagner, USCG, Commander, Pacific Area and Commander, Twelfth Coast Guard District, awarded RADM Hanks the Coast Guard Meritorious Service Medal for his dedicated service to the Reserve program. WELL DONE RADM HANKS.

CAPT Lively fleets up

On 26 May 1977, CAPT O.A. (George) Lively, USCGR was "frocked" as RADM for inactive duty to fill the vacancy created by RADM Hanks' transfer. RADM Lively will be officially advanced to RADM on or about 1 July 1977. Our best wishes for a successful and productive tour of duty as RADM.

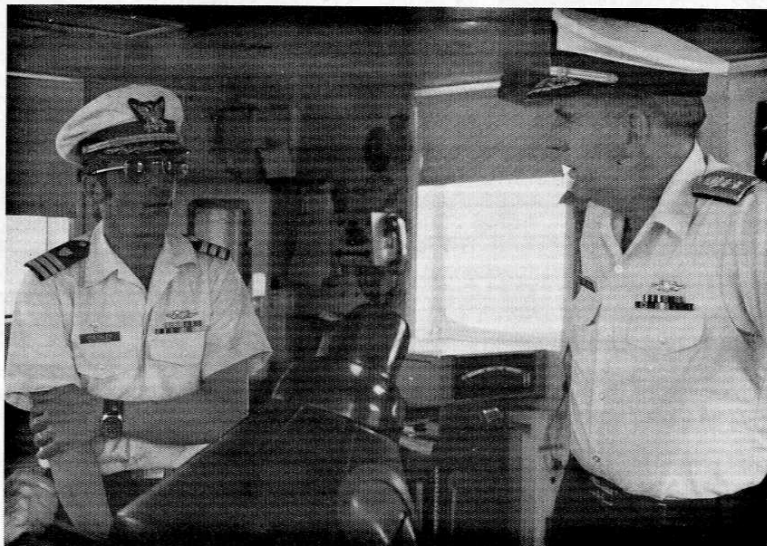
CGRU assists team

CGRU Cape Canaveral recently provided assistance to the Coast Guard Academy's rowing team while they were attending a weekend competition on Lake Maitland, near Orlando, Florida. The Reserves provided a 17 foot boat and a coxswain to the team. The Chief, Office of Reserve received a note from Bill Stowe, the team crew coach that thanked the Reserves for their "invaluable assistance".

well done for five

Five Coast Guard Reservists have been commended for their outstanding performance while on active duty earlier this year.

LT Glen A. Worel, USCGR, LT Timothy W. Canby, USCGR, LT Patrick Y. O'Brien, USCGR, FT1 Lawrence J. McPolin, USCGR, and FT1 Kay R. Trout, USCGR, assisted the Marine Board of Investigation during its inquiry into the cause of the S.S. SANSINENA explosion and fire in San Pedro harbor. (See Jan - Feb 1977 RESERVIST) The men were commended for their performance, enthusiasm and professionalism.



RADM Schwob visits RELIANCE

On Friday, 20 May, RADM Schwob, CAPT Grover and CDR Powdermaker from the Office of Reserve visited the Reserve Training Cutter RELIANCE which was moored at the pier adjacent to the USCG Reserve Training Center, Alexandria. The purpose of the visit was to congratulate CDR Albert Buechler, USCGR, Commanding Officer of RELIANCE, shown here with RADM Schwob, on the good work of he and his crew in the seizure described on page 10. RELIANCE visited the Washington area and held open house for two days in conjunction with Armed Forces Week activities.

Reserve Gets New Chief

CG Develops Hearing program



RADM Thomas T. Wetmore

On June 7, 1977, Rear Admiral Thomas T. Wetmore III, became Chief, Office of Reserve for the Coast Guard.

RADM Wetmore graduated from the Coast Guard Academy in 1948. His earliest assignments were as Deck Watch Officer on board the cutters USCGC OWASCO, USCGC McCULLOCH, and USCGC YAMACRAW. In July 1951, he was assigned as a student at the U.S. Naval Postgraduate School at Monterey, Calif.

From August 1952 to June 1955, he was stationed in the Communications Division at Coast Guard Headquarters, Washington, D.C. During the following two years, he served

as Executive Officer on the USCGC MARIPOSA.

From June 1957 to May 1961, he served as instructor in the Professional Studies Department at the Coast Guard Academy.

He next commanded the tender USCGC PAPA for one and a half years. From January 1963 to May 1967, he served as Chief, Communications Branch, Fifth Coast Guard District, Portsmouth, Va. During the next two years he commanded the USCGC CHINCOTEAGUE on ocean station patrol and search and rescue. For that service he was awarded the Coast Guard Achievement Medal (1969).

In July 1969, he was ordered to Governors Island, N.Y., where he first served for two years in the Coast Guard Atlantic Area office as Communications Officer, and served the next four years as Chief, Aids to Navigation Branch and then as Chief, Operations Division. For exceptionally meritorious achievement in the performance of those duties he was awarded the Meritorious Service Medal in 1975. In August 1975, he was named Deputy Commander, Atlantic Area. After serving one year in that post he was awarded the Coast Guard Commendation Medal. Meanwhile, he earned a Master of Arts Degree from New York University in 1973.

RADM Wetmore's last assignment was as Assistant Superintendent of the Coast Guard Academy.

RADM Wetmore's wife is Joan M. Hancock. They have five children, Thomas T. IV, James R., Jennifer W., Judith J. and Daniel H.

The Department of Transportation announced that a hearing conservation program has been established by the Coast Guard as a part of its policy to minimize occupational safety and health hazards.

Developing the program is LTJG Harvey Firestone, a reservist on SADT. LTJG Firestone is on the Industrial Hygiene Staff of the Safety Programs Division at Coast Guard Headquarters in Washington DC.

Dangerous noise levels are an increasing health hazard in the Coast Guard. "Loud noises will close up blood vessels, and cause physical fatigue", Firestone said. On board ships, the noise of the engine room and freely-vibrating ship surfaces can be contributors to occupational hearing loss among Coast Guardsmen. Coast Guard aircraft mechanics, machinists and gunners' mates are all vulnerable to job related hearing damage.

According to Firestone, the first objective of the hearing conservation program is to identify those work areas with dangerously high noise levels. More effective hearing protection will be developed for personnel who must work in these noisy areas. Personnel will be educated about the danger of excess noise, and how it can be prevented. As research is completed, Coast Guard Regulations concerning hearing safety will be revised and updated.

LTJG Firestone will work closely with other industrial hygiene groups, such as the National Institute of Occupational Safety and Health, in developing the Coast Guard's hearing conservation program.

Cutter MORGENTHAU Reassigned

The U.S. Coast Guard Cutter MORGENTHAU, a 378-foot High Endurance Cutter, has been transferred from her present assignment in New York to a new homeport in San Francisco, California.

The MORGENTHAU will be used primarily for the enforcement of the 200-mile Fishery Conservation Zone in the northwest Pacific and Alaska areas. Coast Guard officials say the

MORGENTHAU's assignment there will boost the patrol capability needed in that area.

The MORGENTHAU's normal crew consists of 11 commissioned officers, 4 warrant officers and 140 enlisted personnel.

The Coast Guard intends to recommission the U. S. Coast Guard Cutter UNIMAK this fall to maintain the cutter complement on the East Coast.



"THERE'S NO SUCH UNIFORM AS SUMMER CASUAL!"

CONSIDERING A CHANGE IN RATING

By CWO Richard L. Benson

I suppose that any simple process can become complicated if one tries hard enough but the amount of conflicting and confusing information that I have heard on the why's, the wherefore's and the how's of changing ratings boggles the mind.

It has probably occurred to just about everyone at one time or another, that they would find some other rating more interesting than their own. Perhaps the most common reason is that they chose a rating when they first entered the Coast Guard and before they had any real information on the duties of the others. Another reason I frequently hear is that more and better training is available for some other rating. Then there are the reasons: to do something different; to get more involved; to advance faster; to be assigned to a certain unit, etc. etc. Good, bad, or indifferent, they all express to some degree, a dissatisfaction with a current rating.

Whatever the case, you have your reasons for wanting to change your rating and it may very well be that the Coast Guard would also like you to change.

The Coast Guard Reserve, in order to meet mobilization requirements, must maintain a certain population in each rating. This is not always possible and from time to time "overpopulation" develops in some ratings while other ratings suffer from "underpopulation." When this happens laterals from "overpopulated" to "underpopulated" are encouraged. Well, Sailors, it's happened. "Overpopulated" - HM, DP, TT, EM, ET, DC, YN, SK, MST. "Underpopulated" - BM, RD, ST, GM, MK, FT, RM, SS, PS and to some degree - QM. DT's and FI's are just about right.

But what do you have to do in order to lateral to another rating? Do you have to have some experience in that rating? NOPE. Do you have to complete any courses? Take any tests? YEP.

The first thing you have to do is submit a letter via the chain of command to Commandant (G-RT). The letter must contain the information requested in Section 6-10-4 of the Administrative Manual for CG Reserve (CG-296). Much of this information is administrative but it does ask for "other training applicable to requested rating." This, of all the required information, seems to be generating a great deal of the conflicting information regarding lateral changes of rating. If you have any training that relates to the new rating, either military or civilian - list it. If you do not have any, simply state that you do not. The lack of any related training does not necessarily prevent you from seeking a lateral.

You must understand also, that your letter is merely a request to PREPARE for a lateral change in rating. Your request will be considered by Headquarters and they will either grant your request or reject it based on the needs of the Service.

If Headquarters grants your request they will send you a letter approving the lateral. That's when the work begins. You have 3 years from the date of the approval letter to:

1. Complete the appropriate correspondence course or courses.
2. Complete the practical factors for your selected rate and rating.
3. Successfully complete the servicewide exam for the requested rate and rating.

Remember, the letter of approval is only permission for you to PREPARE for lateral change in rating. Until you successfully complete the servicewide, you remain in your present rating. Normally however, your job at the unit will change to provide you training in your requested rating. You may even have to transfer to another unit in order to insure appropriate training opportunities. You may also qualify for schools open to the requested rating.

In conclusion, if you are in an overpopulated rating you can generally expect your request to prepare for a lateral to be approved and if it is, you'll have your work cut out for you. But it will never be approved unless you start the process. **WRITE THE LETTER.** Good Luck.

PADIE works for 7th DISTRICT

Reservists in the Seventh Coast Guard District have assumed complete responsibility for the recruiting phase of the PADIE Program. PADIE, which stands for Prevention And Detection of Illegal Entry, is a little known, but long standing program of the regular Coast Guard. It is designed to employ citizens who live and work along coastal shores and waterways as supplementary eyes on the beach. Participants in this program are encouraged to report unusual incidents which may involve the smuggling of aliens or narcotics, or territorial intrusions by foreign fishing or electronics surveillance vessels, pollution incidents or any other illegal activity.

PADIE recruiters were appointed from each Reserve Group to provide the broadest possible geographical coverage. Their efforts have now produced more than 500 PADIE participants.

Future plans include extension of reserve augmentation to the Greater Antilles Section. LCDR T. A. Lopez, a Seventh District reservist, recently organized a PADIE recruiting effort in San Juan and within three months over 120 PADIE sources have been recruited.

At Reserve Group Southwest Harbor, Maine

By LTJG Richard M. Schlenker

Like all reserve units in the Coast Guard, our primary mission is to provide a trained competent force ready for mobilization in the event that the need should occur. The key to maintaining an acceptable level of readiness is training and education.

At USCGR Group Southwest Harbor, Maine, training and education take on a variety of forms. Some are traditional and at least one, we feel, is innovative.

Our crew normally spends the majority of its time engaged in augmentation activities at small Coast Guard units. While the group staff is located in Rockland, Maine, the remainder of the group activities take place at four different locations spread over approximately 160 miles of coastline. During the course of a year, each reservist spends two weekends at our reserve training center in Rockland.

The two weekend sessions, spent at the reserve training center, are devoted to correcting records of emergency data, scheduling active duty for training, and other administrative matters, and in training sessions which provide experiences useful to all hands. Following the completion of each annual two weekend session, our crew members have been asked to critique their visit. Analysis of these critiques for a two year period was both revealing

RAI

and instructive. They led to the conclusion that these annual sessions were, (1) not providing training sufficient to fill the needs of all crew members, (2) much of the training and administration could and should be carried out during the year at the unit level. These were the stimuli for our new training adventure.

The first step was to ascertain what type of program would provide the greatest amount of training for the greatest number of people. Practical factors sheets, CG-3303C, were reviewed across ratings and up the hierarchy of rates from E-1 to E-9. As a result of this review we were able to identify eight training areas common to the majority of rates and ratings. They were, (1) uniforms, (2) international agreements, (3) nuclear, biological and chemical warfare defense, (4)

NINING

is Everyone's Business

ship and aircraft characteristics and naval ordinance, (5) instructor training, (6) clerical practices, (7) communications procedures and communications watchstanding practices, (8) boating safety. These were the areas on which we decided to base our training effort. Volunteers with expertise in these areas were then sought.

A cadre of volunteers was quickly formed among the group of staff members. The cadre was then assigned the responsibility for providing subject area training at the specific units.

With this scheme, a member of the cadre traveled to an outlying unit on Friday evening of the unit's augmentation drill. Upon arrival at the unit, he/she would schedule several training periods, spaced throughout the weekend such as not to interfere with the unit's normal

weekend augmentation activities. There are some unique features incorporated in this scheme.

Education and training are now being carried to the reservist; the reservist is no longer required to travel to the training. Such a system allows the reservist to spend more time attending to his/her mobilization type billet yet during slack periods to receive vital training and education not formerly available. Upon completion of a weekend which incorporates these training periods, the reservist is asked, through a variety of methods, to demonstrate his/her newly acquired competencies. If the reservist demonstrates the necessary level of competency, the related practical factors are initialled on his/her CG-3303C. Again, the reservist increases his/her proficiency while at the

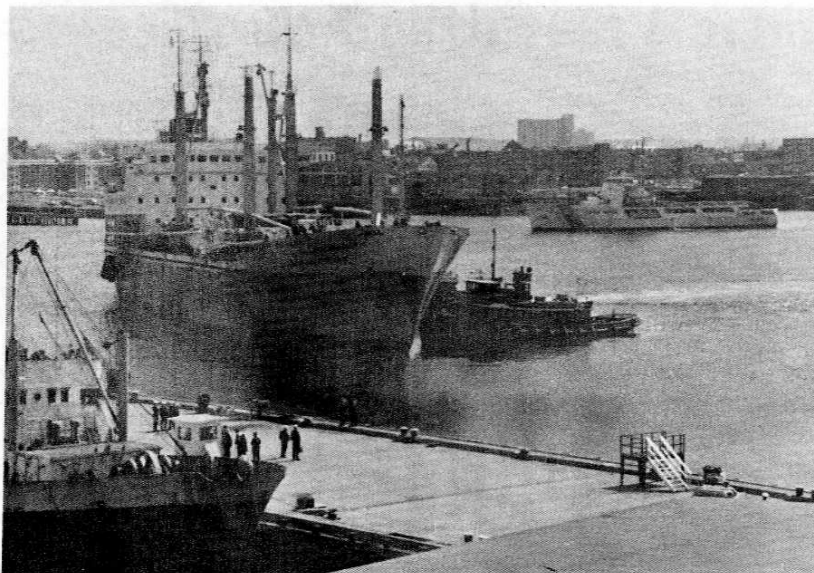
same time preparing for the next higher rate. In addition, this training scheme provides a refresher for many of the more senior reservists who have, at one time or another, demonstrated their abilities in these areas.

Program evolution is inherent in our scheme. We feel that if the program is not suited to the needs of the reservists, then it should change to reflect those needs. In order to provide continuing input which will allow this type of flexibility, each reservist is charged with the responsibility of completing a questionnaire. This chore normally takes place following the completion of each set of weekend training periods. The questionnaire allows the reservist not only to respond to specific questions but requests and encourages constructive and suggestive criticism. The type training is then altered to reflect input on the part of the crew.

There is one additional feature. During a cadre member's stay at the outlying unit, he/she is able to accomplish many of the administrative tasks formerly taken care of during the reservists annual trip to Rockland. This decreases the amount of time each year which the reservist must stay away from his/her augmentation station.

Is the program working? Although only in its infancy, it has met with outstanding reception and success.

RELIANCE SEIZES VESSEL



On Sunday, April 10, 1977, the 210 foot Reserve Training Cutter RELIANCE, commanded by Commander Albert Buechler, USCGR, was on fisheries patrol on the North Atlantic. The Cutter had its usual complement of Reserves aboard for Annual Active Duty for Training. During the early morning hours, RELIANCE made contact with the Soviet refrigerator ship ANTANAS SNECHKUS inside the U.S. 200 mile economic zone. RELIANCE halted the Soviet vessel and sent a boarding party aboard to inspect the ship for compliance with the new U. S. Fishery Laws. The ANTANAS SNECHKUS was the mother ship of the Soviet trawler SHEVCHENKO that had been seized a day earlier by the Coast Guard for violations of the Fisheries Laws.

The boarding party, led by LTJG Peter Wolfe, USCGR, found types of fish in quantities that were in violation of the U.S. fisheries statutes. RELIANCE requested and received permission from Washington to seize the illegal portion of the ship's cargo and to escort the SNECHKUS to Boston. A Custody party boarded the Soviet vessel and remained onboard

while the SNECHKUS was escorted to Boston by CGC RELIANCE.

Once moored at Coast Guard Base, Boston, the illegal cargo was off-loaded and impounded before the SNECHKUS was allowed to return to sea. During the time in port, SNECHKUS was still being detained by RELIANCE so the cutter's personnel continued to provide OOD, gangway and bridge watches aboard the Soviet vessel around the clock. Reservists from the Boston area were also used as gate, pier, and gangway watchstanders.

Two Coast Guard Reserve Officers aboard RELIANCE for ADT carried out prominent roles in the seizure. LT Thomas R. Skaife, executive officer of CGRU Alexandria III (Va), was a member of LTJG Wolfe's Boarding Party. Once the violations had been discovered and the decision made to seize the cargo, a second Reserve Officer on ADT, CWO4 Theodore S. Golda of CGRU Erie (Pa), came aboard the SNECHKUS with other RELIANCE personnel as part of the Custody Party.

Interviewed about their experience, the three Reserve Offi-

cers provided insights into some of the details of such an operation.

Speaking of how violation judgements are made, LTJG Wolfe explained that through experience he has learned to recognize enough Russian words to be able to translate key portions of ship's logs and the "certificates of quality" kept as a record of the fish transferred by each trawler to the Mother Ship. The balance of the evaluation is made on the basis of an inspection of the ship's reefers and checking boxes of frozen fish for forbidden types and quantities.

LT Skaife and CWO4 Golda reported that during the 2 day voyage to Boston watches were continuously maintained on the bridge and the holds. Communication was maintained with the Soviets by using phrases from guidebooks and taking advantage of the broken English spoken by some of the Russians.

Once the SNECHKUS was released, RELIANCE departed Boston to continue its fisheries patrol of the United States' 200 mile fisheries conservation zone.

RADM Schwob's Tour As 'R'

On Thursday, 2 June 1977, the Commandant awarded RADM Schwob the Coast Guard Meritorious Service Medal for his accomplishments as Chief, Office of Reserve. A partial list of the more important Reserve Program accomplishments of the past two years follows:

- Recruiting Goals and Authorized Selected Reserve Strength Levels have been met or exceeded.

- The Register of Reserve Officers (CG-238) has been revised to show Regular Service Experience Indicators which are now being used for Reserve Officers - Publication date is now 1 July.

- The Reserve Personnel Management Information System (RPMIS) became operational in October 1976. Patterned after the active Service system, it provides a high degree of timeliness and accuracy in reporting and maintaining personnel data as compared with the diary system it replaced.

- Significant changes to the Reserve Pay and Point Accounting Procedures have been effected. Port - A - Punch cards were eliminated, new methods of reporting attendance and augmentation activities were adopted and new procedures for editing and correcting pay and point discrepancies have been implemented--with a dramatic reduction in Reserve unit paper work and pay problems.

- An In - Depth Systems Evaluation of the Organization and Administration of the Selected Reserve has been completed and approved. This evaluation which included visits to 8 districts and 15% of all Reserve units has as its purpose the standardization of those program elements, some of which have been tested on a pilot program basis in the past few years, that have been determined to offer positive program benefits.

- A Recruit Input of 50% Non-Prior Service Personnel has been determined to be the optimum mix for attaining the most effective grade distribution and force balance in needed specialties. The first step in implementation of this mix was begun in FY 1977.

- Mobilization Matching Procedures have been modified to ensure the assignment of Selected Reserve personnel to the highest priority early response mobilization billets.

- War and Staff College selections are now being made by formal board action.

- A completely revised and greatly enlarged edition of the Reserve Training Activities Manual (CG-392) has been completed and distributed.

- A Reserve prepared pamphlet on the new Hazardous Materials Regulations (CFR 49) was completed and mailed directly to each PS and FI in the Selected Reserve. The Regular Service has ordered 10,000 of these for the training of Regular personnel.

- Other training improvements include additional Military Requirements Cassettes for audio-visual equipment -- Restructured YN, SK, and Other ADT Courses-- The development and distribution of YN, SK, and the New MK "Mini" courses-- and the development of a Multi-Year Training Plan which identifies the resources and establishes the master plan necessary to provide and maintain the level of training necessary to meet mobilization requirements.

- The establishment of an Officer Rotation System for Selected Reserve billets is now a requirement in each district. The purpose is to ensure that all officers have an equitable opportunity to compete for the available pay billets.

- A major Revision to Coast Guard Reserve Law (Chapter 21, Title 14, U. S. Code) was completed and introduced to Congress on 11 March 1976 as HR 12940. The bill was not acted upon by the 94th Congress. Recommendations for some further improvements were made by a Coast Guard Reserve officer study group in November 1976. These have been incorporated in a new legislative proposal which is expected to be presented to the 95th Congress.

- A number of other improvements are in progress and will be reported on at a later time.

Sweeney Gets Well Done From WESTWIND

Damage Control Chief M. J. Sweeney, USCGR, has received a letter of appreciation from Commander T. C. Volkle, Commanding Officer of the Cutter WESTWIND. The letter states:

"You were attached to WESTWIND from 1 May 1977 to 13 May 1977. During this period, you assisted welders of the ship's force in various repair and maintenance projects, including cutting, welding, pipe-fitting and repair of watertight doors. Your duty aboard WESTWIND coincided with a short but critically important inport period. During this period, the ship prepared for an Arctic deployment after a particularly arduous winter ice-breaking season.

The skill, conscientiousness, enthusiasm and effort displayed by you while attached to WESTWIND reflected favorably upon you and the Coast Guard Reserve and greatly aided WESTWIND in her Arctic East preparations."



"I don't care what they say, this is carrying space available too far!"

ANTARCTIC SUNRISE



Arthur H. Bleich

The photograph above recently won third place in competition sponsored by the Catholic Press Association. The photo, "Antarctic Sunrise", was taken by LT Arthur H. Bleich while onboard the cutter EASTWIND during an Antarctic expedition in 1961.

LT Bleich is currently teaching motion picture production at Marquette University, Milwaukee, Wisconsin.

CGRU Greensboro

Lifesavers Ashore

Not only at sea do "The Lifesavers" perform their duty but also ashore, such as these two reservists attached to C G R U Greensboro, North Carolina.

One Sunday morning last December, while enroute to the Reserve Center, Coast Guard reservist YN2 Jack Crawford witnessed a small sports car go out of control, swerve off the road into a ditch and back onto the road in an inverted position. Gasoline spilled from the wreckage although, luckily, there was no fire. While the occupants were still in the car, Jack checked them for any serious injuries and pulled them from the overturned vehicle to safety. Jack then helped the people into his own car and rushed them to the emergency room of a nearby hospital.

On that same day while having lunch with other reservists at a local cafeteria, QM3 P. G. Evans was approached by an elderly woman asking for help. Her friend had caught some food in her throat and was choking. QM3 Evans realized the choking woman needed immediate aid and rushed to her table. Wrapping his arms around the victim from behind, Evans gave a quick squeeze and dislodged the food from the woman's throat. After being reassured that she would be all right, Evans left and returned to his drill unit.

Neither YN2 Crawford nor QM3 Evans saw anything special in what they did but that is the essence of the Coast Guard and the men of U S C G R, Greensboro, North Carolina. They are known as "The Lifesavers," and take it seriously.

Mobilization Units

SOME BASIC INFO

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$JOB, GRA1P223, 09163PO2, 4, 5000, , ,  
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$MAP=N  
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$*DEF(O, , DIAS, GFIS-1C, , DISTRICT-LIBRARY, ) (DIAS, I)
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Sound Familiar? Would you like to know more?

If so, please see your local Mobilization Unit. It is located in district offices throughout the Coast Guard (except for the Seventeenth District).

The Mobilization Unit is responsible for generating your Reserve Advance Orders for Mobilization. Most of its members are data processing technicians (DP's). They use the computer and computer terminal as a tool for printing mobilization orders and keeping records of all mobilization assignments.

Each district receives a document, the Reserve Mobilization Manpower Requirements (RMMR for short). The RMMR lists the sites to be manned by the Coast Guard Reserve in the district in the event of war. It also gives the number of reservists of each rank and rating required at each site. Since the document is designated "For Official Use Only", you may not have seen it. The members of the Mobilization Unit are tasked with matching all of the reservists in their district to mobilization billets as given on the RMMR. They also must keep records of who fills what billet, which billets are unfilled, and which reservists are not assigned to billets. Since there are so many reservists to match and so many mobilization billets to be filled, the unit uses a computer to keep records and to print Advance Orders to each reservist. It would be a very difficult task to keep track of the system "by hand". However, the computerized system is replacing a cumbersome and confusing manual system.

Some Mobilization Units also perform augmentation training in the Comptroller Division in their district offices. Since many members of the Unit are skilled programmers in government and industry, they may also be asked to assist in AMVER systems work and any other data processing work needed by the Coast Guard.

The computer is a symbol of the space age and a good programmer can baffle friends and amaze people with what his machine can do. But the computer is a tool. In this case, it is the tool the Coast Guard Reserve uses to attain a higher state of mobilization readiness. It is now possible for the Reserve to keep accurate records of how well we are meeting our mobilization needs as set forth in the RMMR. In some districts, the computer is used to generate unit tables of organization. These tables give Reserve units guidance in planning their recruiting and training programs to meet mobilization manpower needs. The computer also prints your Advance Orders for Mobilization.

By the way, do you have an accurate set of those little white cards ??? If not shouldn't somebody know ???

Turner receives Award

LTJG Theodore R. Turner, USCGR, recently received the Coast Guard Commendation Medal for his part in establishing a Coast Guard search and rescue (SAR) substation in Osterville, Massachusetts. The Osterville SAR Station was subsequently credited with assisting 91 vessels and 249 persons, with a property valuation in excess of \$974,000.

A citation accompanying the award stated that Turner's zeal, exuberance, and outstanding relationship with local property owner's resulted in the Coast Guard being able to establish the SAR station on valuable property leased from Edward Crosby, of Crosby Boat Yard, Osterville.

Turner is commanding officer of a Reserve unit at the Cape Cod Canal Coast Guard Station. He was able to induce some 50 other Reservists to devote their free time on evenings and week ends to get a 30-foot utility boat ready for duty in Osterville. Turner himself logged more than 750 hours of his personal time to the setting up and operation of the substation.

"Through his outstanding initiative, devotion to duty and professional competence, Turner's unit provided a valuable service to the boating public and enhanced the image of the Coast Guard," reads the citation.

"His sound judgement, diligence and devotion to duty are in keeping with the highest traditions of the United States Coast Guard."

One reason the Coast Guard saw fit to honor Turner and his unit is because the new SAR station relieved the regular Coast Guard units at Woods Hole and Chatham from some of their peak summer workload. The success of the initial effort has led the Coast Guard to reopen the substation this summer, again to be manned solely by Cape Cod area Reservists.

Exchange Information

The following is a reprint of an information sheet entitled "PLAIN TALK - EXCHANGE PRIVILEGES. For Reservists and Guardsmen." The information sheet is available at Army and Air Force Exchanges.

The Department of Defense announced a change to the regulations on the use of exchange facilities by reservists and Guardsmen. The identification document to be presented when exercising exchange privilege is affected by this change. The current control and identification procedures are outlined as follows:

Unlimited exchange privileges are authorized for all reservists and Guardsmen who perform inactive duty training, in a pay or non-pay status, on the basis of one day of exchange privilege for two inactive training duty drills performed.

Reservists and Guardsmen may choose any day or days, within the validity period, that they will exercise the exchange privilege.

Spouses and dependents may not enter the exchange alone but are allowed to accompany members. All cash register transactions must be completed by the member.

The reservists or Guardsmen may be asked to present an identification card, DD form 2, upon entering the exchange unless the individual is wearing a military uniform. When a purchase is made, either the Letter of Authorization (LA) or Earnings Statement (ES) is stamped to indicate that a day of exchange privilege has been exercised. For the remainder of the date stamped, the LA or ES will be accepted as allowing the member unlimited exchange privileges.

LETTER OF AUTHORIZATION

- is issued by unit commander or his designated representative.

- is to be used by reservists and Guardsmen who perform inactive duty training in a non-pay status.

- contains the following information:

- validity period (12 months from date of issue)

- number of days of exchange privilege

- name and social security number of member

- name and social security number of spouse authorized to accompany member

- two blocks with numbers 1 to 10 for use by exchange personnel

- signature of unit commander or representative

- will be date stamped opposite Number 1 on the first block by exchange personnel to indicate that the member has exercised one day of exchange privilege. For the remainder of that day, the letter will be accepted as allowing the member unlimited exchange privilege.

EARNINGS STATEMENT

- is to be used by reservists and Guardsmen who perform inactive duty training in a pay or non-pay status.

- is valid for 12 months from date of issue.

- contains the following information:

- name of member

- date issued

- number of drills performed by member. (The member must calculate the number of days exchange privilege by dividing 2 into the number of drills and then enter the number of days on the statement.)

- will be date stamped by exchange personnel when the member exercises a day of exchange privilege by making a purchase. For the remainder of that day, the ES will be accepted as allowing the member unlimited exchange privilege.

- does not provide for identification of the member's spouse. The spouse will be required to present appropriate identification (social security card or driver's license) when accompanying the member into an exchange.

Reservists or Guardsmen who special order merchandise, purchase merchandise on a

layaway basis or leave merchandise for repair will be permitted to complete the transaction on another day without having that day charged as another full day of exchange privilege. For the purpose of completing the transaction, they must produce the LA or ES as identification for the original transaction and a receipt which documents the original transaction.

Please consult your exchange manager for further information.

Marines Host Marathon

The United States Marine Corps Reserve has invited the Coast Guard Reserve to participate in its second Annual Marathon to be held in Washington, DC. on Sunday, November 6, 1977.

The competition is open to all. There are nine categories, with awards to the top four finishers in each. Everybody who finishes gets a Marine Corps Certificate and all entrants receive a Marine Marathon patch.

The course is flat and scenic, and there are no heart pounding hills to climb. The starting and finishing point is the Marine Memorial. And during the run you will have the added benefit of seeing our nation's capitol at the lowest possible cost.

The nine categories cover everybody who loves to run for distance. 1. Open; 2. Age 19 and below; 3. 20 to 29; 4. 30 to 39; 5. 40 to 49 (Veterans); 6. 50 and over (Masters); 7. Military; 8. Women; (5 age groups); 9. Teams.

The meet is AAU certified and sanctioned by both AAU and USTFF. The entry deadline is October 31, 1977.

For more information send your name and address along with a stamped, self addressed envelope to:

Col. J. L. Fowler, USMCR, HQMC (Code RES), Washington, D.C. 20380. Or call (202) 694-2480.

AS OF AUGUST 1, 1977, COAST GUARD RESERVISTS WILL NO LONGER RECEIVE DRILL PAY

--through their reserve units.

Now that we have your attention, we want to let you know that starting in August, your July drill pay check will be mailed directly to your home address. Your checks will be mailed from the Treasury Department's Regional Disbursing Office in Philadelphia, Pennsylvania, and will be returned there if your address of record is not correct. An incorrect address could result in you receiving your check as much as two months late.

Also, in August, you will begin receiving the new CGR Earnings/Point statement. This form will serve as your "exchange privilege" document.

A word to the wise should be sufficient... Make sure your current address is correct and notify your Commanding Officer promptly if there is any change in your address. This will ensure timely receipt of your drill-pay checks, your earnings/point statements and The Reservist.

(G-R-1)

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